

SHIPS & SHIP BUILDING

with a register of

VESSELS BUILT IN MEDFORD.

1803-1846.

by A. R. Baker.

VM
24
.M4
B354
1847

HISTORICAL DISCOURSES.

SHIPS
AND
SHIP BUILDING,



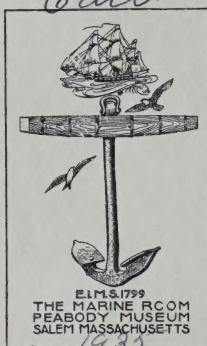
WITH A REGISTER OF
VESSELS BUILT IN MEDFORD.

BY A. R. BAKER,
PASTOR OF THE SECOND CHURCH.

BOSTON:
A. FORBES, PRINTER, 37 CORNHILL.
1847.

For sale by B. B. Mussey, 29 Cornhill. Price, 25 cents a copy; 5 copies for \$1.

6 att.



*Gift of
L. W. Jenkins*

THE
ARK, SHIPS AND SHIP-BUILDING,

WITH A

BRIEF HISTORY OF THE ART,

AND

A REGISTER OF VESSELS BUILT

IN

MEDFORD.

BY A. R. BAKER,

PASTOR OF THE SECOND CONGREGATIONAL CHURCH.

BOSTON:
PRINTED BY ABNER FORBES.
1847.

✓



THE following discourse was originally delivered on the occasion of the last annual Thanksgiving, Nov. 26th, 1846. It was subsequently repeated in the Town Hall, at the solicitation of several citizens, and is given to the public at the request of many who heard it.



1012.1
B166

SERMON.

OUR OBLIGATIONS TO GOD FOR THE ART OF SHIP-BUILDING.

Ezek. 27 : 25. “ *The ships of Tarshish did sing of thee in thy market : and thou wast replenished and made very glorious, in the midst of the seas.*”

The Bible is the Christian's oracle. He consults it not merely to ascertain what he must avoid, and what he must do, to secure spiritual peace in the present life, triumph in the hour of death, and perfect blessedness in eternity ; but, also, to learn the services which his Creator here requires of him, for his comfortable subsistence, for the support of his family and dependents. It is so profitable as a directory for the *present* life, that it would be the most valuable book on earth, if it contained no reference to eternity, revealed no Savior, no state of retribution. Its maxims, precepts, promises, and threatenings, which relate simply to this life, are so intimately connected with our present welfare, so superior in wisdom, purity, and moral sublimity, to

all merely human compositions, as to evince its divine origin. But these are minor advantages, and, on that account, like the stars and secondary luminaries of heaven, too little regarded, and too lightly esteemed. It is only by serious consideration that their importance appears, and that we are induced to prize, as we ought, above all price, the book in which they are contained. May such be the result of our meditations on this occasion, when clergymen, by common consent, are at liberty to discuss subjects not altogether appropriate for the pulpit, in its ordinary ministrations — themes connected more intimately with the present than with the future welfare of their hearers. I have selected the text with reference to *the art* in which so many of you are employed, and which has made our town more glorious, in the midst of the seas, than Tarshish, in the days of her greatest renown. The ships of Medford float in every sea, their sails are filled by every breeze, and they are hailed in every port. Some consideration of an art which has given us this distinction, seems suitable for the day and the place. Hence I invite you to consider *our obligations to God for the art of ship-building*.

We are indebted to Him for *the origin* of this art. It is surprising in regard to how many of the arts of life our first ideas are derived from the Word of God. We award to Copernicus the honor of discovering the true principles of the solar system ; but God disclosed the germ of them to Job, thirty centuries before that philosopher's birth, when he inspired him to say to the world, " God stretcheth out the north over the

empty place, and hangeth the earth upon nothing." Some, in our day, are too much disposed to regard the patriarchs as novices in science and art. But those venerable men were wise ; *they* are the novices who think them so — who speak reproachfully of the literature of the Holy Scriptures, and who attempt to bring human science into conflict with it. This divine book teaches us that Adam was the first horticulturalist, Cain the first builder of a city, Jabal the father of tent-making, Jubal the father of such as handle the harp and the organ, and Tubal-Cain the instructor of every artificer in brass and iron. But where did they learn these arts ? Tubal-Cain instructed others, but who taught *him* ? The same all-wise Being who taught Adam horticulture, and Job the true idea of the earth's figure ; and their knowledge was communicated in a similar manner, so as not to supercede, but to direct and encourage human exertion. Only the germs of these arts were revealed ; their growth and production result from human sagacity and labor. But if scruples respecting the divine origin of these, or any kindred arts, remain, the Bible leaves no room for doubt in respect to the divine origin of naval architecture. Noah, a preacher of righteousness, was the first ship-builder. God suggested to him the idea of the ark, gave him its model, and prescribed its dimensions, materials, decks, and freight.

Concerning this marvellous structure, there have been two opposite errors among mankind. Infidels have made it the occasion of reproach to the Holy Scriptures ; and not a few Christians, in their zeal to

defend revelation, have provoked unbelief to greater violence, by proclaiming the whole transaction a miracle. A recent writer in the Church-of-England Quarterly Review — whose article on “The Deluge, a miraculous interposition,” copied in Littell’s Living Age,* and widely circulated in America — is an example of the latter of these tendencies.

A word on each of these must suffice. Infidels have thought it impossible for Noah to construct such a vessel, and have asked, with an air of triumph, “Who got out the timber? who planked and calked the vessel?” Noah and his sons, they allege, could not have performed the work in the time specified. Neither could he hire laborers then, as ship-builders do at present. Nor would men voluntarily aid a work which they regarded with the utmost contempt. A miracle is not necessary to relieve this difficulty. Noah was a patriarch — the head of a large community, over whom his power extended, and whose services, according to the usage of that age and country, he could command.

An objection is also made to the *size* of the ark. It is pronounced incredible that Noah should be able to construct *so large* a vessel. But others have been built of equal and even greater dimensions. “Ptolemy Philopater, urged by a vain-glorious desire of exceeding all the world besides in naval architecture, is said to have enlarged the number of banks of oars in the ancient galleys to forty; and the vessel which he built being otherwise in equal proportion, was

* Littell’s Living Age, No. 127, October 17, 1846.

thus raised to such an enormous bulk, that she appeared at a distance like a floating mountain or island ; and, upon a nearer view, like a prodigious castle on the ocean. She was two hundred and eighty cubits long, thirty-eight broad, and forty-eight high, (each cubit being one English foot five and a half inches,) and carried four hundred rowers, four hundred sailors, and three thousand soldiers. Another which the same prince made to sail on the Nile, we are told, was half a stadium, or four hundred and forty feet long ; yet these were nothing in comparison of Hieros' ship, built under the direction of Archimides, on the structure of which Moschion wrote a whole volume. There was wood enough employed in it to make fifty galleys. It had all the variety of apartments of a palace, such as banqueting-rooms, galleries, gardens, fish-ponds, stables, mills, baths, and a temple to Venus. The floors of the middle apartment were all inlaid, and represented, in various colors, the stories of Homer's Illiad. The ceilings, windows, and all other parts, were finished with wonderful art, and embellished with all kinds of ornaments. In the uppermost apartment there was a spacious gymnasium, or place for exercise ; and water was conveyed to the garden by pipes, some of hardened clay and others of lead. The floors of the temple of Venus were inlaid with agates and other precious stones ; the inside lined with cypress wood ; the windows adorned with ivory, paintings, and small statues. There was, likewise, a library. This vessel was adorned, on all sides, with fine paintings. It had twenty benches of oars, and

was encompassed with an iron rampart, eight towers with walls and bulwarks, furnished with machines of war, particularly one which threw a stone of three hundred pounds, or a dart twelve cubits long, the space of half a mile; with many other particulars, related by Athenæus.” *

Here are three vessels — one about the size of the ark, and two much larger — built on the shores of the Nile and at Syracuse, more than two hundred years before the commencement of the Christian era. Away, then, with the objection, that it was impossible for Noah to build *so large* a vessel.

The most accurate calculations shew that its capacity was sufficient for the patriarch, his family, and two of every kind of beast, bird, and insect, with one year’s provision for the whole.

But its proportions were *unsuitable*, and, it is asked, — What naval architect would now construct a vessel, whose width should be one-sixth, and whose height one-tenth of her length? It is even alleged that she could not have endured the sea a moment; that the first wave which dashed over her, would have broken her to pieces. To relieve this difficulty, Christian writers have sometimes vainly pretended, if she did not float by a miracle, that God must have produced an unnatural calm around her, for her preservation. At other times, they have represented her as a large house on an enormous scow. Both these hypotheses are gratuitous and needless. That of a calm opposes the obvious instruction of the Bible,

* Encyclopedia Britannica, art. ship-building, v. 19, p. 248.

which says, "The fountains of the great deep were broken up, and the windows of heaven were opened ; and the waters increased, and bare up the ark ; and the ark went upon the face of the waters ; and God made a wind to pass over the earth, and the waters assuaged, and the ark rested." But we appeal to facts, to silence infidelity, to vindicate the Scriptures, and to relieve Christian writers. A historian, of undoubted authority, "Tells us, that in the beginning of the seventeenth century, one Peter Hans, of Horne, had two ships built after the model and proportions of the ark. One was one hundred and twenty feet long, twenty wide, and twelve deep. These vessels shared the fate of Noah's, being, at first, objects of ridicule and railery ; but experience demonstrated that they carried a third-part more than others ; tho' they did not require a larger crew, they were better sailors, and made their way with much more swiftness." * The best builders of vessels, for both the merchant and naval services, bear their united testimony in favor of the perfectness of this divine model for the purposes of her construction, and assure me that modern improvements are approximations, so far as the present objects of the art will permit, toward corresponding dimensions. The ark was neither an absurdity nor a miracle, but a large floating vessel, perfect in its kind, and well suited to its purpose.

Connect with this divine structure two facts—that knowledge, at this early period, was preserved and transmitted by tradition ; and that marine archi-

Calmet's Dictionary, p. 94, on the ark.

ture makes its first appearance in the history of those nations which were most conversant with the Hebrews, or descended from them; and I submit whether it is not more than probable that the primitive ideas of these nations, respecting ships and ship-building, were derived from this divine model, and, therefore, whether we are not pre-eminently indebted to God for the commencement of the art.

We are also indebted to him for *its preservation*. If we live, move, and have our being in God, our Preserver, from whom we receive every good and perfect gift, and without whom we are not able even to think any thing as of ourselves, then our obligations to him for the commencement and continuance of the arts and employments of life, are manifest. We readily acknowledge *our personal* dependence on him. But is our agency greater, or that of God more essential in the preservation of our lives than in the prosecution and transmission of these arts? Where, at present, is the art of embalming? The Ptolemies are now an aromatic, sold by our apothecaries. But where is the art which has preserved them? — which the ancient Egyptians so sedulously cultivated, and which renders their mummies, their pyramids, and catacombs the wonder of the world? History preserves the record, and these monuments perpetuate the memory of it; but the art itself is lost, probably forever. With it has also perished the art of manufacturing and using that ancient cement, with which Appius Claudius built the aqueducts of Rome, and probably, also, Sesostris those of Egypt, Semiramis those of Babylon, and Solomon and Hezekiah those of Jeru-

salem ; a cement which hardened till it became impervious to water, solid as granite, and durable as time. Over these, and many other arts of antiquity, the wave of desolation has passed, and they are buried beyond the hope of recovery. But the providence of God has preserved the art of ship-building amid the overthrow of nations, the ravages of time, and the convulsions of earth. He has transmitted it from Noah to the men of this generation. It is a vinculum, binding together nations, a channel of intercourse between them, a life-preserver of many of the arts of the antedelvians, and of all succeeding generations, and the foundation of modern commerce.

We are indebted to God for *its progress*. I am not here opposing what I have said of the ark as perfect in its dimensions and for the purposes of its construction ; for God, in the gift of this model, left abundant opportunity for human invention in the accomodation of those dimensions to models varying so as to promote all the objects of commerce and of the navy. This will more fully appear in the sequel.

At the launching of a vessel, that hour of anxiety and joy with the builder, when she passes from the land into the water, and commonly, also, from his hands into those of her owners — that hour when her workmen behold with exultation the result of their labors — when the hurras of her youthful admirers proclaim the moment of her birth, and when a multitude of spectators watch her with intense interest, as she rolls, rides, and triumphantly sports in her new element, as if instinct with life, graceful in every movement as the swan in her native pool — who, I

ask, at such an hour, thinks of the slow progress by which art has been enabled to produce so beautiful a structure? Who calls to mind one out of the thousands whose studies and pursuits, from age to age, have contributed toward her formation? Whose heart or voice rise in gratitude to God for the numerous and successive discoveries, most of them by men who have long since ceased from their earthly labors, all the valuable results which she combines? To a reflecting and intelligent mind, how much thought she embodies and expresses! If we could place by her side one example of naval architecture from each century since the days of Noah, we should have a new kind of marine museum which would attract the attention of the world, and illustrate the slow progress of the art. But since this is impossible, let us have recourse to history, which affords an imperfect substitute for such an illustration.

Leaving the ark, the next notice of ships or ship-building, in the annals of the world, was in the dying counsels of Jacob, the fourth from Nahor, whose father was a contemporary with the grandchildren of Noah. This patriarch said, "Zebulon shall dwell at the haven of the sea; and he shall be for an haven of ships, and his border shall be unto Zidon;" a prediction, the former part of which was fulfilled at the division of Canaan, when that son's descendants were located on the shores of the sea of Galilee, where they became fishermen, from whom our Lord called some of his disciples; and the latter part, by their union with the ancient Phœnicians, whose early connection with this art we shall soon notice. In the third subsequent generation, Job said of man's days,

“they pass away as the swift ship,” or, according to the rendering in the Arabic version, “as ships well adapted for sailing,” evincing both the mode and velocity of their motion. They were ships with sails. Balaam foretold the use of ships for warfare; for, speaking of the invasion of Syria by the western nations, he said, “And ships shall come from the coast of Chittim, and shall afflict Ashur, and shall afflict Eber, and he shall perish forever;” a prediction partially fulfilled in Alexander’s, but more perfectly in Titus’, invasion of that country. Moses, also, foretold the transportation of the captive Israelites by sea, to Egypt, for their wickedness. “The Lord shall bring thee into Egypt again with ships,” a prophecy which had its fulfillment in the conquest of Jerusalem by Titus, when Josephus assures us that many of the Jews were transported thither in ships, and sold into bondage. Deborah, in her triumphant song after Israel’s victory over Sisera and his army, censures the Danites because they were so occupied with their merchant ships, that they furnished not their quota of soldiers for the war. “Gilead abode beyond Jordan, and why did Dan remain in ships?” These five passages contain the only knowledge of this art which the world possesses from the days of Noah to the reign of Saul, or the commencement of the regal power in Israel.

Solomon advanced it, with other departments of learning, to a high degree of perfection. The sacred writers speak of his building ships at Ezion-geber, a port of the Red Sea from which his fleet, united with the navy of Hiram, king of Tyre, and also, with

the ships of Tarshish, sailed for Ophir. They assure us that three years were requisite for the voyage, though the distance was not so great as across the Atlantic, which our vessels sail in less than the same number of weeks. His ships were freighted with gold, peacocks, apes, spices, ivory, and ebony, for the ornament of the temple and of his palace, and for the wealth and aggrandizement of his kingdom. (See 1 Kings, 9: 20—28; 10: 22; 22: 48; 2 Chron. 8: 17—20; 9: 20—36.) At a subsequent date we find Jehosophat, king of Judah, forming an alliance with Ahaziah, king of Israel, to build ships at the same port to go to Tarshish, (2 Chron. 20: 36, 37.) The scriptures make frequent mention of the ships of Tarshish, a city of Cilicia, founded by him whose name it bears, who was the son of Javan, the father of the Ionians and Greeks, whence these nations may have derived their knowledge of this art. Tarshish was the grand son of Japhet.

A little earlier, the art appears among the Egyptians, descendants from Mizriam, the son of Ham. Their first structures were small barks, made of papyrus, and a glutinous substance found on the shores of the Nile, similar to that in which Jochebed preserved Moses. Their progress was slow; for, after ten centuries, Herodotus, who spoke from personal observation of their vessels, says they were formed of the acantha tree, a species of thorn, cut in pieces about three feet square; these were lapped over each other, like tiles, and fastened with wooden pins. A mast, formed of a straight stick of the same timber, and a sail of papyrus, furnished the means of

propelling them ; while a rudder, passing through the keel, served to direct them. Their religious prejudices confined their navigation* to the Nile, and prevented their improvement in the art, until the reign of the Ptolemus, when they began to construct larger vessels to sail on the Mediterranean.

Their rivals were the Phœnicians, whose principal cities were Tyre and Sidon, on the eastern shores of that sea. They descended from Canaan, another of the sons of Ham ; and to them the united testimony of antiquity awards the honor of being “ the boldest and most experienced navigators of the ancient world.” Charnock, in his history of this art, speaks of their ships as superior to those of the Egyptians, in size, strength, and beauty.

Next the Greeks, and after them the Romans, cultivated this art. Like the Egyptians, their first vessels were rude structures. The boat in which their poets exhibit Dardanus fleeing from Samothrace to Troas, and that in which Charon conducted his trembling charge to the shades below, were made of dried hides, sewed together. Similar vessels are the source of many of their fables. For instance, that of Triptolemus riding on a winged dragon, originated from the circumstance of his sailing from Athens in a famine to a land of plenty ; and that of the flying horse Pegasus, from a ship with sails, thence called the offspring of Neptune, the sovereign of the seas.† They deified such as improved the art, and

* London Encyclopedia, art. ship.

† Encyclopedia Britannica, v. 19, p. 247.

gave their names, or those of their ships, to constellations. The signs, Aries and Taurus, were originally names of two ships. To these rude structures succeeded the ancient galley, with various banks of oars, rising one above another, the length of which was six or eight times its breadth, because great velocity was requisite. Then followed large merchant ships, with but one sail. The geometrical and philosophical discoveries of Archimedes, and others, greatly improved the art, and enabled them to produce some of those rivals of the ark, which I have already described, and in one of which Constantius transferred to Rome the largest of the obelisks of Heliopolis, weighing one thousand five hundred tons, to erect it in the circus of the Vatican, where it now stands. Such was naval architecture, when the Goths invaded Rome, and drove this and every other art back to barbarism. The vessels in which the Saxons entered England, about this period, were made with wooden keel, sides and upper works of wicker, and an exterior of hides.

Such the art remained, till the discovery of the mariner's compass, in 1420, which relieved mankind of the necessity of creeping along the coast in their ancient barks and galleys, awoke their enterprise, and made them bold and daring in the navigation of unexplored seas and oceans. The rivalry of the Venetians and Genoese gave them the lead in the application of this instrument to navigation, and consequently, also, in the improvement of the art of ship-building. The three vessels which formed the fleet of Columbus, may be taken as specimens of the

art, when he discovered America. Of these, two were light barks, like the fishing and coasting craft of modern times, with forecastles and cabins for the crew, but without a deck in the centre. The third, which bore the admiral, was larger, and completely decked, but less than one hundred tons.

In the forepart of the sixteenth century, Henry VIII. laid the foundation of the British navy, and greatly improved the art. Yet the Great Henry, which bore his name, was the admiration of that age, as it would call forth the ridicule of ours. "Her bow and poop were of prodigious height, the signal-lantern on the latter being nearly level with the round-tops. She had an immense beak, with bow and stern balconies; six round towers at the angles of the poop, gangway, and forecastle, like the turrets of a chateau; four masts, with tops literally round, like inverted cones, and abundance of streamers from every spar." *

In the next century, Louis XIV. observing the power England had acquired by her navy, devoted great attention to ship-building. He founded colleges for the prosecution of the sciences on which the art depends, in addition to schools for the instruction of architects, and offered such large rewards for philosophical and practical treatises on the various branches of the subject, that the best works respecting it, from that time to the present, are contained in the French language. A good translation of them

* American Encyclopedia, v. 11, p. 367.

would greatly promote both the art and the science in this country.

But of the common merchant ships of these periods, we have a fair specimen in those whose names are incorporated in our national story. The Mayflower, that ark of modern times, from which, on the morning of the 11th of December, 1620, came forth the men, women and children, who were to people this new world,—the Mayflower, in which liberty was born on the 11th of the preceding month, when her crew subscribed the civil compact then and there formed, was a vessel of only one hundred and eighty tons. Of Winthrop's fleet, the first governor of the colonists, the Arabella, in which he sailed, was a ship of three hundred and fifty or four hundred tons. "The blessing of the bay," the first vessel built in the Massachusetts colony, was a bark of only thirty tons.* The next vessel which was built here, the following year, did not exceed one hundred tons. So small were the vessels of this period. How unlike

* Mr. Frothingham, in his excellent History of Charlestown, affirms that this vessel was built on the south shore of the Mystic, at the Ten Hills Farm. Rev. Dr. Young, in his Chronicles of Massachusetts, has endorsed this statement, which, to say the least, is doubtful. We have examined the evidence on which it rests, and find it to be the mere report of sundry persons living in that neighborhood, which Gov. Everett some years ago, embodied in a Lyceum lecture, delivered both in Charlestown and Medford. But there is a tradition on this side of the river, that the "Blessing of the Bay" was built in Medford, on the north shore of the Mystic. If tradition answers tradition, then is the place of its construction uncertain. It was doubtless somewhere between the landing, opposite Gov. Winthrop's house, now occupied by Mr. Jaques, and a habitation familiarly known here by the name of "the College."

the American schooner of our age and country, a model peculiar to ourselves, which is in naval architecture, what the Parthenon is in civil—the perfection of beauty.

The application of steam to the propelling of ships, an invention for which the world is indebted, under God, to our Fulton, — an honor sufficient to immortalize him, and to save any age or country from reproach and oblivion, — has already improved, and is destined still further to modify and advance ship-building.

The art has followed in the wake of Christianity, and owes its life, preservation, and progress, to her power. Where she has not enlightened and blessed mankind, they are still feeling their way along the shore in their rude canoes, or are in the condition of the Chinese, “who have floated down for thirty centuries in the same shapeless junk that now excites the ridicule of our seamen.” On the contrary, where her light shines brightest, there the art is in greatest perfection; showing, most evidently, that her God is its God, and calling on us to acknowledge him, that he may direct our steps.

We are indebted to him for *its benefits to industry and commerce*. To how many useful arts of life it gives employment! A ship cannot be built without timber, metals, and other materials, the supply of which creates trade; nor without architects, smiths in iron and copper, carpenters, calkers, carvers, painters, sail-makers, manufacturers of cordage, and riggers; nor freighted, without merchandize; nor navigated, without pilots and mariners. No other

enterprise affords employment so various. It is the soul of industry. It whitens every sea with the sails of commerce, presents a forest of masts at every port, and feeds the starving thousands of the old world with the superabundant productions of the new.

But, on these benefits of the art, I will not enlarge. Let us, rather, consider with admiring gratitude, the blessings which God has thereby dispensed to ourselves. Here he has preserved the art from the settlement of the country, and bestowed great natural advantages for its cultivation. Our serpentine river affords opportunity for many ship-yards, and for floating merchant vessels of the largest size. Here the art of ship-building was early prosecuted. Lighters for the transportation of merchandize, and barks for fishing, were built here during the colonial government. Some of the most aged among us are familiar with this fact. But no record of those vessels remains. If they were registered in Boston, as most of our vessels now are, the record of them was probably destroyed, when that city was in the possession of British soldiers. Such state papers as remained at the close of the war were collected by Alexander Hamilton, during his secretaryship, and are lodged in the department of the Treasury at Washington. But they reflect no light on this point.

After the war, ship-building revived in this town in 1803, and from that year to the commencement of the present, the builders and the Registers in the Custom House in Boston, to all of whom I would make my grateful acknowledgments for the important aid they have afforded me in the collection of statistics,

have enabled me to form a complete list of all the vessels built in Medford since the revolution. I have enrolled them so as to present the year of their construction, their description, and name, the yard in which they were built, the name of the respective builders and first owners, the residence of the latter, the tonnage of each vessel, the amount of tonnage, and value of the vessels built here, annually, estimating the hull, spars and blocks of each at \$45 per ton ; with a notice of any remarkable facts respecting either their construction or history.

From this register it appears that 382 vessels were built in this town, between the termination of the revolution and the commencement of the current year ; that their aggregate is nearly one hundred and thirty-three thousand two hundred and twenty-five tons, and their value, according to the above estimate, almost six millions of dollars. The greatest number constructed in any one yard is one hundred and forty-nine ; by any one builder, eighty-four ; and in any single year, thirty — which was in 1845. The tonnage of the vessels built here, that year, was nine thousand seven hundred and twelve tons ; and their aggregate value, as they left our yards, about half a million of dollars. The shortest space in which a vessel was ever built in the town, was twenty-six days. Her name was "*The Avon*," a ship of four hundred tons, which, with two others built here about the same period, served as privateers in the last war with the mother country. In the five years preceding April 1st, 1837, sixty vessels were built in this town, which employed two hundred thirty-nine work-

men, and of which the measurement was twenty-four thousand one hundred ninety-five tons, and the value one million one hundred and twelve thousand nine hundred and seventy dollars. All those constructed in the county, except eleven, were built here. The value of these sixty was about one-sixth of all the shipping built in the Commonwealth during the same period. In the year preceding April 1st, 1845, twenty-four ships were launched here, which employed two hundred and fifty men, whose tonnage was nine thousand six hundred and sixty, and whose value was half a million of dollars. In that year, one-quarter of the ship-builders in the Commonwealth were employed in this town, and built nearly one-quarter of the ships constructed in the state, one-third of the tonnage, and one-half the value of the whole. From this result, so creditable to our town, it appears that a given number of workmen here build larger and more valuable vessels than those which are commonly constructed in other parts of the Commonwealth, a fact which should inspire not self-complacency, but gratitude to him who has given this distinction, and also solicitude for its preservation and increase.

Of these vessels two merit a special notice. The first was framed and put together in the oldest yard in the town, then taken down, transported to Boston, and put on board "the Thaddeus," commanded by a gentleman of this village, who carried out with it the first missionaries to the Sandwich Islands, where it laid the foundation for this useful art. The other is the "Falcon," by the same builder, in 1817. The most remarkable vessel that ever floated in our river,

famed not for any wonderful beauty or perfectness of construction. Others may have sailed swifter, and been finer models. But in one important respect this vessel surpassed all before it—and we trust that no others will ever have an opportunity to rival it—it was the first vessel built in this town without rum. Previously the keel was laid, and each part of the work accomplished by the stimulous of ardent spirit. Each vessel was profanely christened with rum. He who first took this noble stand in the cause of temperance, in that day when all was drunkenness around, deserves our thanks, and ought to be encouraged in every good work, by the result of that effort. The resolution was formed on a bright autumnal morning, as the only means of preserving the virtue of several apprentices, and at first called forth ridicule and reproach. *No rum!* NO RUM!! was written by these young devotees of Bacchus on every clap-board of the workshop—on each timber and chip in the yard. Some refused to work, others cursed and swore. But firmness gave opportunity for reflection, which, in a few, approved the decision, whose number increased, till in two years they became the majority, and in five, drove the monster from every yard, a result in which we heartily rejoice.

We are indebted to God for the *earthly comforts* which this art has been the means of securing, for the *increased ability* and *facility* it has produced for humane and benevolent action. Look over this delightful and happy village, and consider how many neat and comfortable habitations it has aided in building! how many social boards it has crowned with the

bounties of a merciful providence ! how many persons it has fed and clothed from year to year ! how many it has raised from poverty to affluence, while it has left few or none to pine in penury ! Freely indeed have we received, let our liberality, as the claims of humanity or religion call for its exercise, evince our gratitude. Let this art be prosecuted among us with a lively sense of our obligations to the Author of all good for its origin, its preservation, and its progress, for the employment it has given to industry, that queen of virtues, for the comfort and wealth with which it has rewarded labor, for the increased security, extension, and productiveness it has imparted to commerce, for the powerful defence with which it has surrounded our nation in war, for the numberless blessings it has scattered with so liberal a hand among us, and the corresponding obligations of gratitude and thankfulness it has imposed and calls upon us to acknowledge.

Let us not be unmindful of the relation of this art to the word of God. The Bible teaches us its origin, its primitive history, its wonderful prosperity in the days of Hiram and Solomon, and its prosecution by Jehosaphat and Ahaziah, in that famous ship-yard at Ezion-geber, (2 Chron. 20 : 35 seq.) It speaks of galleys, (Isa. 33 : 21 ;) of the merchant ships of Tarshish, (Prov. 31 : 14 ; Isa. 23 : 1, 14 ;) of the ancient packets that ran from that city to Joppa, (Jonah 1 : 3—5 ;) and also of men-of-war, (Ezek. 30 : 9 ; Dan. 11 : 30, 40.) In the context, Ezekiel has described the ships of Tyrus, and our blessed Saviour manifested his interest in the art by the great

number of his miracles, which were wrought on ship-board, and by calling Peter, Andrew, James and John, from a ship to be his apostles.

While the Bible reflects light upon the art, the history of the art, also, illucidates some passages in the Holy Scriptures; as Acts 27: 39, 40; where Luke, describing Paul's voyage to Rome, says, "They cast *four anchors* out of the stern." *Four anchors?*—when one, or at most two, are sufficient for the largest man-of-war? How could this be? The passage may be rendered, "the four-fluked anchor," the best they had having four flukes, so that it would hold the ground on whatever side it chanced to fall. Such are still used in some parts of the East, and were more common in ancient days. But why was this, or any other kind of anchor, cast *from the stern?* In our age and country, anchors are cast from the prow; but then they were frequently cast from the stern, and sometimes from both, to moor the vessel.

The structure of ancient vessels teaches us what is meant in the next verse by *losing the rudder bands*. The largest class of ancient vessels had two rudders, one at the prow, and the other at the stern; and at one period, both were placed near the stern, on the opposite sides of the vessel. When she lay at anchor, or was in port, they were taken off, or, more commonly, drawn up out of the water to preserve them from injury, and made fast by bands, which, in this instance, were loosed, and the rudder dropped for the purpose of steering her into a certain creek.

But I need not multiply examples. Enough has

been said to evince the relation of the art to the Scriptures, and to show that those who practice it should not be ignorant of this wonderful book, but should search it diligently. Let no man separate these two things which God has joined together. Let us preserve a relation which God instituted, which time has hallowed, and on which so many hopes depend. May the day not be distant, when each ship, built in this town, shall not be considered complete, nor pass from her builder to her owner, until every birth in her is supplied with a copy of the Holy Scriptures, bearing on its cover, in gilt letters, her name and that of the town in which she was built. The churches here contribute between one hundred and two hundred dollars, annually, to the Bible cause. Might not a part of it be properly appropriated to such a purpose? Whom would it injure? How many it might comfort and save! Deep should be our interest in the welfare, and in all efforts to improve the condition, of those who go down to the sea in ships; who do business in great waters; who see the works of the Lord, and his wonders in the deep. (Ps. 107: 23, 24.) Prophecy assures us that they, in connection with this art, are to take a leading part in the future triumphs of the gospel. They are to be harbingers of the millenium. "Surely the isles shall wait for me, and the ships of Tarshish *first*, to bring thy sons from far, their silver and their gold with them, unto the name of the Lord thy God, and to the Holy One of Israel, because he hath glorified thee." Already we see the forecast shadows of events, fulfilling this prediction,—ships

sailing from Christian countries, freighted with Bibles, and printing presses, and bearing the means of civilization, the institutions of the gospel, and missionaries to the heathen. The name of Medford is associated with the earliest efforts of our churches in this great and good work; and may the day soon come when missionary ships shall be built here, devoted exclusively to this noble enterprise.

I conclude with a single remark respecting the special duty to which this day is appropriated, and to which the memory of our fathers, the authority of our chief magistrate, the deductions of reason, the dictates of conscience, and the word of God, all call us. I have noticed but one of the numerous streams of mercy with which God has blessed us; and who of you can calculate the amount of good it conveys, or the obligations under which it places us? But how is that result augmented by the art of agriculture, of domestic economy, of education, of a free government; by the endearments of home and social intercourse, by the goodness of the country we inhabit—the glory of all lands, by all the institutions of the gospel, and the superadded grace of God! “Oh that men *would* praise the Lord for his goodness, and for his wonderful works to the children of men!” “Bless the Lord, O my soul, and all that is within me, bless his holy name.” “Break forth into singing, ye waste places.” “Let every thing that hath breath praise the Lord.”

A M E N .

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date.	Descript'n	Name.	Yard.	Builders.	Owners.	Their residence.	Tonnage of each vessel.	An. tonnage Value at \$45 per ton.
1	1803	Brig	Mount Euna*	T. Magoun's	T. Magoun	Melzer Holmes	Boston	187,73	{ 187,73
2	1804	Ship	Medford	S. Lapham's	C. Turner & E. Briggs	John C. Jones	Boston	237,71	{ 8,448†
3	"	"	Otis	T. Magoun's	T. Magoun	James Erving	Boston	291,82	{ 694,74
4	"	Brig	Hope	T. Magoun's	T. Magoun	Samuel Gray	Boston	165,18	{ 31,263
5	1805	Ship	Eclipse	T. Magoun's	T. Magoun	Thomas H. Perkins	Boston	343,49	{ 343,49
6	1806	"	George Augustus	S. Lapham's	C. Turner & E. Briggs	Nathaniel Goddard	Boston	246,92	{ 15,457
7	"	"	Pedlar	T. Magoun's	T. Magoun	Timothy Williams	Boston	224,82	{ 719,54
8	"	Brig	Gulliver	T. Magoun's	T. Magoun	Joseph Lee, Jr.	Boston	247,80	{ 32,478
9	1807	Schooner	Eliza & Lydia	S. Lapham's	C. Turner & E. Briggs	John Banister	Boston	100,04	{ 625,17
10	"	Ship	Commerce	S. Lapham's	C. Turner	John Holland	Boston	377,85	{ 28,132
11	"	Brig	Creole	T. Magoun's	T. Magoun	John Williams	Boston	147,28	{ 284,85
12	1808	"	Reaper	T. Magoun's	T. Magoun	Andrew Cabot	Boston	284,85	{ 284,85
13	1809	Ship	Ariadne	S. Lapham's	C. Turner	Nathaniel Goddard	Boston	382,02	{ 12,526
14	"	Brig	Gilpin	T. Magoun's	T. Magoun	Andrew Leach	Boston	209,33	{ 209,33
15	"	"	Charon	T. Magoun's	T. Magoun	P. P. Jackson	Boston	238,20	{ 1,112,81
16	"	"	Gipsy	T. Magoun's	T. Magoun	Joseph Lee, Jr.	Boston	283,26	{ 50,092
17	1810	Ship	Mary & Frances	S. Lapham's	C. Turner	Nathaniel Goddard	Boston	438,90	{ 438,90
18	"	"	Cordelia	S. Lapham's	C. Turner	P. P. Pope	Boston	425,75	{ 1,526,01
19	"	"	Iris	S. Lapham's	C. Turner	Nathaniel Parsons	Boston	264,57	{ 396,79
20	"	"	Sachem	T. Magoun's	T. Magoun	John Holland	Boston	177,66	{ 177,66
21	1811	Brig	George	T. Magoun's	T. Magoun	John Holland	Boston	172,71	{ 172,71
22	"	"	Margaret	T. Magoun's	T. Magoun	Francis Welch	Boston	236,27	{ 236,27
23	"	"	Dolphin	S. Lapham's	C. Turner	Edward Cruft	Boston	360,18	{ 1,331,87
24	"	Ship	Norfolk Packet	S. Lapham's	C. Turner	John C. Jones	Boston	385,05	{ 59,924
25	"	"	Marcellus	S. Lapham's	C. Turner	C. D. Coolidge	Boston	385,05	{ 385,05

* First vessel built in this town after the revolution. There were some built before the revolution, as one named Mayflower, for that which brought over the Plymouth Puritans, by Mr. Rhodes, of Boston, on land owned at present by Mr. Hastings.

† This estimate is made at \$45 per ton on the hull, spars, and blocks, for contracts were originally made for vessels in this state.

‡ The present owner's names are given in all cases. This yard was owned first by Messrs. Turner & Briggs, then by Mr. Turner, afterwards by Messrs. Rogers, and now by Mr. Lapham.

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date.	Descript'n	Name.	Yard.	Builders.	Owners.	Their residence.	Tonnage of each Vessel.	An. tonnage. Value at \$45 per ton.
26	1812	Ship	Emily	T. Magoun's	T. Magoun	Andrew Scott	New York	361.21	
27	"	Brig	Tom Thumb	T. Magoun's	"	Joseph Lee, Jr.	Boston	133.49	
28	"	"	Bob Short	T. Magoun's	"			135	
29	"	"	Edward Foster	S. Lapham's	C. Turner	Edward Cruft	Boston	184.34	
30	"	"	Ventrosa	S. Lapham's	"	Nathaniel Goddard	"	195.39	
31	"	"	Rambler	S. Lapham's	"	Benjamin Rich	"	268.24	1,584½
32	"	"	Argonaut	S. Lapham's	"	Thomas W. Ward	"	306.83	\$71.302
33	1813	Ship	Lark	T. Magoun's	T. Magoun	Lee & Cabot	"	175.06	
34	"	Brig	Griffin	T. Magoun's	"			190	
35	"	"	Monkey	T. Magoun's	"	Wm. Oliver	Boston	193.55	
36	"	Schooner	Peacock	S. Lapham's	C. Turner	Benjamin Rich	"	95.59	
37	"	"	Paragon	S. Lapham's	"	John Peters	"	157.37	
38	"	"	Brant	S. Lapham's	"	Joseph Freeland	"	65.43	
39	"	Brig	*Rambler	S. Lapham's	"	Benjamin Rich	"	317.65	
40	1814	"	*Reindeer	S. Lapham's	"	Benjamin Rich and others	"	381.75	1,721
41	"	"	+Abellino	Geo. Fuller's	James Ford	Joseph Lee, Jr.	"	144.62	\$77.445
42	1815	Ship	Persia	Geo. Fuller's	"	Henry Austin and others	New York	371.72	
43	"	Brig	Panther	T. Magoun's	T. Magoun	Winslow Lewis	Boston	429.68	
44	"	"	Falcon	T. Magoun's	"	W. Lewis & T. Magoun	"	236.20	
45	"	"	Pedlar	T. Magoun's	"	Joseph Cabot	"	125.88	
46	"	Ship	Courier	T. Magoun's	"	J. Lee & Wm. Ropes	"	388.53	
47	"	"		T. Magoun's	"	Joseph Lee	"	320	
48	"	"	Augusta	S. Lapham's	C. Turner	E. Brigham, J. & W. Williams	"	344.38	
49	"	Brig	Avon†	S. Lapham's	"	Benjamin Rich and others	"	388.24	
50	Ship	Ship	Caton	S. Lapham's	"		"	371.61	
51	Brig	Brig	Amsterdam packet	S. Lapham's	"	Phillip Maret and others	"	178.48	
52	"	"	Adriana	S. Lapham's	"	Amos Brown	Duxbury	148.30	
53	Ship	Ship	Paragon	S. Lapham's	"	Bixby, Valentine, and others	Boston & Ipswich	350.41	3,845½
54	Brig	Brig	Swiftsure	S. Lapham's	"	J. Belknap, and others	Boston	192.19	\$173.047
55	1816	Ship	Cadmus	T. Magoun's	T. Magoun	Benjamin Rich	"	319.52	
56	"	"	Triton	T. Magoun's	"	David Hickey	"	344.51	

		Mexican	T. Magou's	T. Magou	John Pratt	Boston	264.08
57	1816	Brig	T. Magou's	T. Magou	J. Pratt & T. Magou	"	283.23
58	"	"	T. Magou's	T. Magou	Nathaniel Goddard	"	244.35
59	"	Gov. Brooks	T. Magou's	T. Magou	W. & N. Appleton and others	"	391.40
60	Ship	Telegraph	S. Lapham's	C. Turner	Joseph Lee	"	180
61	Brig	Boca Tigris	Sprague & James	Sprague & James	W. Lewis & T. Magou	" & Medford	273
62	1817	Ship	T. Magou's	T. Magou	L. Cunningham & Co.	"	145.52
63	Brig	Adriatic	T. Magou's	T. Magou	Jacob Ammi	"	40
64	Schooner	Ant	Sprague & James	Sprague & James	Joseph Lee	"	207
65	Brig	Lascar	Sprague & James	Sprague & James	E. Cary	"	100
66	Sloop	Orion	Geo. Fuller's	Geo. Fuller	Benj. Rich	"	295.13
67	1818	Ship	T. Magou's	T. Magou	J. Blake & T. Magou	"	225.62
68	Brig	Java	T. Magou's	T. Magou	Norwood & Nichols	" & Medford	304.66
69	Ship	Arab	T. Magou's	T. Magou	Geo. G. Jones & T. Magou	"	271.86
70	Brig	Mercury	T. Magou's	T. Magou	John Pratt	"	260
71	"	Jones	T. Magou's	Geo. Fuller	Joseph Lee	"	261
72	"	George	Sprague & James	Sprague & James	"	"	1.895
73	"	Archer	Sprague & James	Sprague & James	"	"	\$85.275
74	1819	Palmer	T. Magou's	T. Magou	L. Cunningham & Co.	"	253.07
75	"	Haleyon	T. Magou's	T. Magou	Joshua Blake	"	163.46
76	"	Stelly	T. Magou's	T. Magou	J. Lambart	"	36
77	1820	Ship	Sprague & James	Sprague & James	Josiah Marshall	Turo	162.63
78	Brig	Tanahourelaunc	T. Magou's	T. Magou	"	Boston	163.36
79	"	Jones	T. Magou's	T. Magou	Sullivan	"	90
80	Stun. B't	Gov. Pinckney	Sprague & James	Sprague & James	Joseph Lewis	"	716
81	Ship	Rasselas	Sprague & James	Sprague & James	Josiah Blake	"	\$32.220
81	1821	Brig	T. Magou's	T. Magou	J. S. Sullivan	"	235
82	Stun. B't	Danube	T. Magou's	T. Magou	Joshua Blake	"	96
83	Brig	Patent	Geo. Fuller's	Geo. Fuller	Stephen Glover	"	180
84	Ship	Curien	Sprague & James	Sprague & James	Joshua Blake	"	367
85	1822	Brig	Nile	T. Magou	Nathan Bridge	"	220
86	"	Cadet	T. Magou's	T. Magou	R. Roberts	"	206.27
87	Ship	Medford	T. Magou's	T. Magou	Boston & Liv. Importing Co.	"	248
88	"	Topaz	T. Magou's	"	Samuel G. Perkins	"	354
89	"	Edward Newton	"	"	"	"	312

* Each built in 36 days for privateering.
 in town without a daily allowance of ardent spirit.
 commanded by Capt. A. Blanchard, of Medford.

† A privateer.
 ‡ This vessel was built in the short space of 26 days. A privateer.
 § First ship ever built
 in town without a daily allowance of ardent spirit.
 commanded by Capt. A. Blanchard, of Medford.

|| These brigs were put together, then taken to pieces and sent to the Sandwich Islands, on board the Thaddeus,

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date.	Description	Name.	Yard.	Builders.	Owners.	Their residence.	Tonnage of each vessel.	An. tonnage Value at \$45 per ton.
90		Brig	Talisman	S. Lapham's	— Rogers	Enoch Silsby	Boston	262	
91		"	Creole	"	"	Hall & Williams	"	230	
92		"	Niger	Geo. Fuller's	Geo. Fuller	Henry Hovey	"	205	
93		Ship	Israel	Sprague & James	Sprague & James	Israel Thorndike	"	355	2,761
94		"	Lucilla	"	"	D. P. Parker	"	369	\$124,245
95	1823	"	Mogul	T. Magoun's	T. Magoun	Jones, Glover, & others.	"	388	
96		"	New England	"	"	D. P. Parker	"	380	
97		Brig	Clarton	S. Lapham's	— Rogers	Hall & Curtis	"	165	
98		Schooner	Lucretia	"	"	E. Haywood	"	82	
99		"	Tremum	"	"	Robert Ripley	"	62	
100		Ship	Hannibal*	Sprague & James	Sprague & James	Austin & Lewis	"	317	
101		Brig	Grecian†	"	"	R. D. Shepherd	"	244	
102		"	Pheasant	Geo. Fuller's	Geo. Fuller	Henry Hovey	"	170	1,918
103		Schooner	Spy	T. Magoun's	T. Magoun	Stanton, Fisk & Nichols	"	110	\$86,310
104	1824	Brig	Suffolk	"	"	Blake, Magoun and others.	"	261.44	
105		Ship	Henry Tuke	"	"	D. P. Parker	"	371	
106		Brig	Tarrier	"	"	Thos. H. Perkins	"	157	
107		Ship	Sapphire	— Rogers	"	Stephen Glover	"	362	
108		Brig	John Gilpin	"	"	R. D. Shepherd	"	270	
109		Ship	Eleanor	Sprague & James	Sprague & James	Parker & Stevens	"	301	
110		Brig	Virginia	"	"	Joshua Blake	"	166	
111		"	Griffin	"	"	R. D. Shepherd	"	177	
112		"	S. Carolina†	"	"	Parker & Stevens	"	100	
113		"	America	Geo. Fuller's	Geo. Fuller	Wm. Goddard	"	170	2,605.4
114		"	Congress	"	"	Geo. G. Jones & T. Magoun	"	270	\$117,247
115	1825	Ship	Magnolia	T. Magoun's	T. Magoun	John A. Bacon	"	395	
116		Brig	Agnes	"	"	Nathaniel Goddard	"	206	
117		Ship	Trascott	"	"	Jonathan Bartlett	"	385	
118		Brig	Eliza	S. Lapham's	— Rogers	Andrew Bradshaw	"	280	
119		"	Magoun	"	"	Joshua Blake	"	180	
120		"	Pilgrim	Sprague & James	Sprague & James		"	179	

121	Brig	Ivanhoe	Sprague & James	Sprague & James	Joshua Blake	Boston	182
122	Ship	Shepherdess	"	"	R. D. Shepherd	"	272
123	"	Engene	"	"	John Pratt	"	302
124	Brig	Chalcedony	George Fuller's	Geo. Fuller	Parker & Stevens	"	215
125	1826 Ship	Corvo	T. Magoun's	T. Magoun	Geo. G. Jones & T. Magoun	and Medford	348
126	"	Brookline	"	"	H. Oxnard & T. Magoun	"	376
127	Brig	Athorp	Sprague & James	Sprague & James	Nathaniel Goddard	"	242
128	Ship	Martha	"	"	E. E. Bradshaw	Charlestown	294
129	Brig	Henrietta	Geo. Fuller's	Geo. Fuller	Samuel C. Gray	Boston	233
130	1827 Ship	Taina	T. Magoun's	T. Magoun	Brown, Soule & T. Magoun	and Medford	301
131	"	Bashaw	"	"	Geo. G. Jones & T. Magoun	"	393
132	"	Courser	"	"	Jones, Oxnard & Magoun	"	300
133	Brig	Beta	Sprague & James	Sprague & James	Nathaniel Goddard	"	253
134	Ship	Wm. Gray	"	"	R. D. Shepherd	"	299
135	"	London	"	"	Augustus Neal	Salem	368
136	Brig	Sappho §	"	"	R. D. Shepherd	Boston	100
137	Ship	James Perkins	Geo. Fuller's	Geo. Fuller	Stephen Glover	"	370
138	1828	Boston	T. Magoun's	T. Magoun	Liverpool Packet Co.	"	428
139	"	Liverpool	"	"	"	"	429
140	"	Coliseum	"	"	Brown, Soule & Magoun	Bost. and Medford	1-2
141	"	Timor	S. Lapham's	Geo. Fuller	Daniel C. Bacon	Boston	300
142	"	Paris	Sprague & James	Sprague & James	Augustus Neal	Salem	369
143	Brig	Lucilla	"	"	D. P. Parker	Boston	287
144	"	Louisa	"	"	Nathaniel Goddard	"	325
145	1829	Margaret Forbes	T. Magoun's	T. Magoun	Bryant Sturgis	"	398
146	"	Coliseum	"	"	John Brown & T. Magoun	and Medford	302
147	"	Flavius	"	"	"	"	55
148	Schooner	Edward	S. Lapham's	Geo. Fuller	Geo. B. Lapham	Medford	55
149	"	King	"	"	John Bishop	"	65
150	"	Mystic	Sprague & James	John Sparrell	"	"	70
151	Ship	Gibraltar	"	Sprague & James	E. E. Bradshaw	Charlestown	298
152	1830 Brig	Roman	T. Magoun's	T. Magoun	E. Hathaway & Co.	Boston	268
153	"	Nabant	"	"	Barker, Coffran & Wade	"	234
154	"	Nabob	S. Lapham's	S. Lapham	S. Glover & G. B. Lapham	Roxb'y and Med.	309
155	Ship	Linton	Sprague & James	Sprague & James	R. B. Forbes	Boston	330
156	"	Homer	"	"	Hartshorn & Homer	"	243
157	"	California	Geo. Fuller's	Geo. Fuller	D. C. Bacon	"	370

* Struck with lightning, at sea, on her passage from Charleston to Liverpool, and burnt, with the loss of a part of her crew.
† Repaired, at an expense equal to the value of one hundred tons.
§ Repaired, at an expense equal to the value of one hundred tons.
† Burnt at the wharf, in New Orleans.

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date	Description	Name	Yard	Builders	Owners.	Their residence.	Tonnage of each Vessel.	Approximate Value at \$45 per ton.
155	1831	Ship	Forum	T. Magoun's	T. Magoun	J. Brown & T. Magoun	Boston & Medford	302	{ 2,898 \$130.410
159		Brig	Tasso	"	"	John Brown	"	156	
160		Ship	Brookline	"	"	Henry Oxnard	"	364	
161		Brig	Tusker	S. Lapham's	S. Lapham	Hall, Curtis & Glover	Med. Port. Roxb.	244	
162		Ship	Lion	"	"	Benjamin Rich	Boston	325	
163		"	Goston	Sprague & James	Sprague & James	E. E. Bradshaw	Charlestown	360	
164		"	Marengo	"	"	S. Glover	Boston	440	
165		"	Florence	"	"	S. C. Gray	"	307	
166		"	Monsoon	Geo. Fuller's	Geo. Fuller	D. C. Bacon	"	400	
167	1832	"	Boston	T. Magoun's	T. Magoun	Liverpool Packet Co.	" and Medford	426	
168		"	Regulus	"	"	J. Brown & T. Magoun	"	418	{ 3,937 \$177.165
169		"	Trenton	"	"	Liverpool Packet Co.	"	441	
170		"	Lowell	"	"	"	"	430	
171		"	Tiber	Sprague & James	Sprague & James	Wm. Fager	"	316	
172		"	Dalmatia	"	"	P. Sprague & Co.	"	378	
173		"	Mozart	"	"	S. Glover	"	447	
174		Bark	Tartar	"	"	Bryant & Sturgis	"	358	
175		Brig	Susquehannah	"	"	Henry Oxnard	"	207	
176		Ship	Arno	Geo. Fuller's	Geo. Fuller	B. A. Gould	"	333	
177		Brig	Lycoming	"	"	Henry Oxnard	" & Medford	203	
178	1833	Ship	Aurelius	T. Magoun's	T. Magoun	J. Brown & T. Magoun	"	418	{ 3,937 \$177.165
179		"	Propontis	"	"	H. Chapman & Co.	Boston	434	
180		"	Plymouth	"	"	Liverpool Packet Co.	Medford	440	
181		"	Timoleon	"	"	Magoun & Son	Boston	445	
182		"	Emily Taylor	S. Lapham's	S. Lapham	D. P. Parker	"	395	
183		"	Omega	"	"	Parker & Lapham	" & Medford	300	
184		"	Victoria	Sprague & James	Sprague & James	Wm. Fager	"	425	
185		"	Unicorn	"	"	R. D. Shepherd	"	424	
186		"	Austerlitz	"	"	E. E. Bradshaw	Charlestown	415	
187		"	Herald	"	"	Geo. Pratt	Boston	455	
189		"	Orozimbo	Geo. Fuller's	Geo. Fuller	R. D. Shepherd	"	440	

189	Bark	Table	J. Stetson's	J. Stetson	R. Rich & Son		300
190	1884 Ship	Jessore	T. Magoun's	T. Magoun	Appleton, Oxnard & Bowditch	Boston	461
191	"	Archimedes	"	"	Magoun & Son	Medford	452
192	"	Chadman	S. Lapham's	S. Lapham	H. Oxnard	Boston	452
193	"	Bazar	"	"	H. Oxnard	"	490
194	"	Argo	Sprague & James	Sprague & James	Robert Farley	"	469
195	"	Agnetta	"	"	Rogers & Co.	Bristol, R. I.	342
196	"	Eli Whitney	Geo. Fuller's	Geo. Fuller	Eli Whitney	Boston	548
197	"	Ellen Brooks	J. Stetson's	J. Stetson	R. D. Shepleard	"	480
198	"	Nantasket	"	"	Sargent & Brooks	"	461
199	"	Franconia	T. Magoun's	Waterman, Ewell, and others	H. Hall	"	510
200	"	Luconia	"	T. Magoun	D. C. Bacon	"	550
201	1835	Levant	"	"	Perkins & Co.	"	480
202	"	Molo	Sprague & James	Sprague & James	Magoun & Son	Medford	492
203	"	Rubicon	"	"	Wm. Eager	Boston	489
204	"	Elizabeth Bruco	Geo. Fuller's	Geo. Fuller	Wm. Eager	"	586
205	Sloop	Noddle	"	"	A. C. Lombard	"	75
206	Schooner	Fawn	J. Stetson's	J. Stetson	R. B. Forbes	"	35
207	Bark	Gulnare	"	"	J. P. Wheeler	"	287
208	Ship	Wm. Goddard	"	"	Wm. Goddard and others	"	556
209	"	Mercury	"	"	B. Bangs	"	368
210	"	Denmark	T. Magoun's	Waterman, Ewell, & others	T. Magoun & Son	"	550
211	1836	Doucalion	"	T. Magoun	T. Magoun & Son	Medford	509
212	"	Colchis	S. Lapham's	S. Lapham	S. Lapham	"	449
213	"	Bombay	Sprague & James	Sprague & James	R. Hooper	Boston	482
214	Brig	Theodore	"	"	Augustus Neal	Salem	156
215	Ship	Adrian	"	"	Wm. Eager	Boston	588
216	"	Carolina	Geo. Fuller's	Geo. Fuller	A. C. Lombard	"	396
217	"	Claudius	T. Magoun's	J. O. & P. Curtis	John Brown & Co.	"	527
218	"	Parthenon	"	"	S. & F. C. Gray	"	550
219	"	Ellen Preble	"	F. Waterman & H. Ewell	H. Oxnard	"	530
220	Brig	Alfred Tyler	"	"	H. Oxnard	"	240
221	"	Hollandar	"	"	Bates & Co.	"	270
222	Bark	Frederick Warren	J. Stetson's	J. Stetson	Nathl. Goddard	"	383
223	Ship	Rajah	"	"	B. Rich & Son	"	555
224	1837	Dalmatia *	Sprague & James	Sprague & James	P. Sprague	"	100
225	"	Severn	"	"	J. Macy	New York	578

* Repaired, at an expense equal to the value of one hundred tons.

{ 4.091
\$220.095{ 5.215
\$234.675{ 3.018
\$176.310{ 5.635
\$253.575

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date	Designation	Name.	Vend	Builders.	Owners.	Their residence.	Tonnage of each Vessel.	Amount Value at \$45 per ton.
226	227	Ship	Cherokee	Geo. Fuller J. Stetson	Geo. Fuller J. Stetson	A. C. Lombard Glover	Boston	443	
227	227	Ship	Star	"	"	M. W. 1890	New York	593	
228	228	Ship	Madama	"	"	"	Philadelphia	754	
229	229	Ship	Concordia	"	"	D. P. Parker	Boston	641	
230	230	Ship	Columbiana	"	"	A. C. Lombard	"	650	
231	231	Ship	Sidney	"	"	F. Waterman & H. Ewell	Plymouth	458	
232	232	Ship	Charleboe	"	"	John Russell	Boston	570	
233	233	Ship	Bowditch	"	"	Henry Osmond	"	620	
234	234	Ship	Bengel	"	"	Theo. Chase	"	623	
235	235	Ship	Medford	"	"	Henry Osmond	Medford	553	
236	236	Ship	Cato	"	"	T. Magoun & Son	Boston	470	
237	1885	Ship	Cuthbert	"	"	T. B. Wileg & Co.	Boston	617	
238	238	Ship	Palmyra	"	"	J. P. Wheeler	Boston	635	
239	239	Ship	James H. Shepherd	"	"	J. P. Wheeler	"	635	
240	240	Ship	Congreve	"	"	R. D. Shepherd	"	222	
241	241	Ship	Stephen Phillips	"	"	A. C. Lombard	"	251	
242	242	Ship	Concordia	"	"	Wm. A. Rea	"	504	
243	243	Ship	Commando	"	"	A. C. Lombard	"	635	
244	244	Ship	St. Louis	"	"	Lombard & Whitmore	"	100	
245	245	Ship	Dellid	"	"	Forfield, Lincoln & Co.	"	623	
246	1889	Ship	Norway	"	"	Henry Osmond	"	200	
247	247	Ship	Leban	"	"	Kee & Thayer	"	651	
248	248	Ship	Denmark	"	"	Geo. Pratt	"	350	
249	249	Ship	Stephen	"	"	A. C. Lombard	"	706	
250	250	Ship	Stephen	"	"	B. Rich & Son	"	650	
251	251	Ship	Stephen	"	"	B. Bangs	"	350	
252	252	Ship	Stephen	"	"	A. C. Lombard	"	604	
253	253	Ship	Stephen	"	"	A. C. Lombard	"	350	
254	254	Ship	Stephen	"	"	F. Waterman & H. Ewell	"	617	
255	255	Ship	Stephen	"	"	Finch & Samuel Train	"	304	
256	256	Ship	Stephen	"	"	T. Magoun & Son	Medford	617	
257	257	Ship	Stephen	"	"	John Russell	Plymouth	304	

257	Ship	Hudson	T. Magoun's	"	J. Macy & Son	New York	627
258	"	Kentucky	T. Magoun's	"	Fairfield, Lincoln & Co.	Boston	630
259	1840	E. N. Train	Sprague & James	"	Enoch Train	Boston	641
260	"	Methu	"	"	Wm. Hammond	"	297
261	"	Ocean	"	"	C. J. F. Binney	Marblehead	621
262	"	Sartelle	"	"	"	Boston	422
263	"	Prentiss	"	"	H. Oxnard	"	469
264	"	Lochbo	J. Stetson's	"	B. Bangs	"	635
265	"	Chili	P. Curtis	"	S. C. & F. A. Gray	"	572
266	"	Clarendon	J. O. Curtis	"	Lombard & Whitmore	"	551
267	"	Colombo	"	"	Geo. Pratt	"	378
268	"	Sweden	T. Magoun's	"	J. Macy & Son	New York	629
269	"	Oswego	T. Magoun's	"	Wm. H. Boardman	Boston	663
270	"	Taglion	T. Magoun's	"	Geo. Pratt	"	469
271	1841	Soldan	"	"	R. B. Forbes	"	461
272	"	Schooner Ariel	Sprague & James	"	Augustus Neal	Salem	92
273	"	Stm. Bt East Boston	Sprague & James	"	J. H. Pearson	Boston	269
274	"	Middlesex	Sprague & James	"	Wm. H. & J. E. Boardman	"	369
275	"	Berlin	S. Lapham's	"	D. P. Parker	"	600
276	"	Probus	J. Stetson's	"	B. C. White	"	656
277	"	Cairo	"	"	B. Bangs	"	256
278	"	Coquimbo	P. Curtis	"	C. Taylor	Chatham	684
279	"	J. W. Paige	J. O. Curtis	"	Crosby & Swift	Nantucket	209
280	Ship	Navigator	"	"	Barrett & Upton	"	346
281	"	United States	"	"	Enoch & Samuel Train	Boston & Medford	357
282	"	Gov. Davis	T. Magoun's	"	Wm. Appleton & Co.	"	731
283	"	Mary Ellen	T. Magoun's	"	Joshua Blake	"	539
284	Bark	Griffin	T. Magoun's	"	Wiberle & Jarvis	Castine, Me.	308
285	"	Lochinar	T. Magoun's	"	John Russell	Plymouth	652
286	Ship	Hampden	T. Magoun's	"	Rice & Thaxter	Boston	660
287	"	Rockall	T. Magoun's	"	Sprague & James	Medford	658
288	1842	Alorff	Sprague & James	"	Thomas Lamb	Boston	263
289	Ship	Moselle	"	"	Fairfield, Lincoln & Co.	Boston	409
290	Bark	Southerner	Sprague & James	"	Albee & Hucksins	Boston	276
291	Ship	Ellen	Geo. Fuller	"	E. D. Peters and others	Boston	263
292	"	Laura	J. Stetson's	"	"	Boston	694

{ 6 571
{ \$295 595

{ 6 949
{ \$312.705

{ 8.169
{ \$367.605

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date	Description	Name.	Yard.	Builder.	Owner.	Place residence.	Tonnage of each vessel.	Am. tonnage Value at 645 per ton.
2923		Schooner	Thetis	J. O. Curtis	J. O. Curtis	Landard & Whitmore	Boston	140	
2924		Ship	Dorchester	T. Magoun	P. Waterman & H. Ewell	Brooks & Belmont Trade	Boston & Medford	115	
2925		Boat	Olga	"	"	Bates & Co.	Boston	343	
2926		Ship	Milton	"	"	H. Osmond	"	611	
2927		"	Granada	"	"	"	"	600	
2928		"	Thos. H. Perkins	"	"	"	"	700	\$ 4,120
2929	1843	"	Finch	Bl. Laplante	"	J. E. Leagin	"	700	\$ 非 180,400
2930		"	Lapland	Springue & James	P. Waterman & H. Ewell	J. H. Pearson	"	700	
2931		"	Edward Everett	J. Weston	J. Weston	B. C. White	"	674	
2932		Boat	Massena	P. Curtis	P. Curtis	B. Bangs	"	603	
2933		Ship	Paul Jones	J. O. Curtis	J. O. Curtis	Parfield, Lincoln & Co.	"	331	
2934		Boat	Pauline	T. Magoun	P. Waterman & H. Ewell	Parfield, Lincoln & Co.	"	607	
2935		"	Leona	"	"	"	"	243	
2936		"	Stauband	"	"	T. B. Wales & Co.	"	443	
2937		"	Andromed	Bl. Laplante	"	Insight & Goodard	"	246	
2938		"	Medford	Geo. Fuller	Geo. Fuller	Reed & Howe	Lynn	206	\$ 4,611
2939	1844	Schooner	Josephine	"	"	P. Cook	Provincetown	105	\$ 非 207,405
2940		Ship	Stephen Walker	Springue & James	Forney & Taylor	Joseph Atkins	Boston	122	
2941		Boat	Mary	"	"	Wadsworth & Beeson	"	343	
2942		Ship	Magnolia	"	"	Nathaniel Pinnola	"	270	
2943		Boat	Urencia	"	"	Wm. Hammond	Marblehead	669	
2944		Boat	Wagon	"	"	H. Paine	Provincetown	442	
2945		"	Ann	"	"	Wm. Hammond	Marblehead	242	
2946		Ship	J. Q. Adams	J. Weston	J. Weston	Wm. A. Rex	Boston	319	
2947		"	Albatross	P. Curtis	P. Curtis	D. F. Follen	"	604	
2948		Boat	Odin	J. O. Curtis	J. O. Curtis	B. Bangs	"	750	
2949		"	E. H. Chapin	"	"	Parfield, Lincoln & Co.	"	353	
2950		Ship	Nippon	"	"	J. Canbello	New Orleans	400	
2951		"	Oswald	"	"	J. H. Shaw	Nantucket	337	
2952		"	Harriet	T. Magoun	P. Waterman & H. Ewell	Wm. Appleton & Co.	Boston	609	
2953		"	Thos. B. Wales	T. Magoun	"	Thomas B. Wales & Co.	"	624	

324	Ship	Helen	T. Magoun's	F. Watman & H. Ewell	D. C. Bacon	Boston	447
325	Boat	Daniel	T. Magoun's	"	Luigi & Goddard	"	305
326	Ship	Mary Ann	T. Magoun's	"	A. T. Hall & Co.	"	323
327	Boat	Charles	T. Magoun's	"	A. C. Lombard & Co.	"	267
328	Ship	Punch	T. Magoun's	"	Whitman & Steele	New York	433
329	Ship	Myrtle	T. Magoun's	"	Wm. Appleton & Co.	Boston	333
330	Ship	P. Cook	Geo. Fuller	"	P. Cook	Provincetown	137
331	Boat	Vergil	Brooks & Launs	"	Thomas Lamb	Boston	550
332	Ship	John Parker	"	"	Bramhall & Howe	"	400
333	Boat	Joe Hovey	"	"	G. Bowley	Provincetown	110
334	Boat	Zion	"	"	Wm. A. Roe	Boston	273
335	Boat	Emily Hubbard	"	"	John Dunlap	Provincetown	101
336	Boat	P. East	"	"	J. Hubbard	Boston	142
337	Boat	Empson	"	"	Wm. Hammond	Marblehead	600
338	Boat	Leah D.	"	"	Ellis Reed	Boston	130
339	Boat	Chloe	"	"	J. H. Pearson	"	200
340	Boat	Lancaster	"	"	"	"	200
341	Ship	Cornwall	J. Stetson	"	Wheeler & Adams	"	325
342	Boat	General Hall	"	"	Geo. Thatcher and others	"	378
343	Boat	Mayland	P. Curtis	"	Samuel Davis	"	203
344	Ship	Madison	"	"	A. Hemenway	"	350
345	Boat	Eden Maria	"	"	R. Tyler	Chatham	203
346	Boat	Fawn	Geo. H. Briggs	"	"	"	100
347	Boat	Phoebe	J. O. Curtis	"	Parfield, Lincoln & Co.	Boston	378
348	Boat	Atlat	"	"	James Wilson	"	140
349	Ship	Sealand	"	"	French & Collin	Nantucket	367
350	Boat	Charles Alston	Peter Lewis	"	John Adams	Provincetown	98
351	Boat	Compa	Samuel Toolin	"	Minor & Hooper	Boston	524
352	Boat	Dougha	T. Magoun's	"	Bates & Co.	"	491
353	Ship	Portland	T. Magoun's	"	W. H. Goddard	"	433
354	Boat	Wm. H. Shadler	T. Magoun's	"	Sacco, Bartlett & Co.	"	243
355	Boat	Palmetto	T. Magoun's	"	Lombard & Hall	"	280
356	Ship	Alacorn	T. Magoun's	"	D. C. Bacon	"	348
357	Boat	Thos. W. Sears	T. Magoun's	"	Joshua Sears	"	536
358	Boat	Maria	T. Magoun's	"	J. T. Bacon & Son	"	333

* The largest ship ever built in this town.

REGISTER OF VESSELS BUILT IN MEDFORD.

No.	Date.	Descript'n	Name.	Yard.	Builders.	Owners.	Their residence.	Tonnage of each vessel.	An. tonnage. Value at \$45 per ton.
359		Brig	Prairie	T. Magoun's	H. Ewell	T. Magoun & Son	Medford	189	9,712
360	1846	Ship	Dolphin	S. Lapham's	S. Lapham	Mackey & Coolidge	"	500	\$437.040
361		Ship	Geo. H. Hopley	J. Stetson's	J. Stetson	Belm and others	Charlestown, S.C.	590	
362		Bark	Clement	P. Curtis'	P. Curtis	Seth Ryder	Chatham	203	
363		"	Mary	"	"	Zimzy Whelden	"	205	
364		Ship	Boston	"	"	Wm. Perkins & Co.	Boston	663½	
365		"	Abby Pratt	"	"	Geo. Pratt	"	687	
366		Bark	Ceres	J. O. Curtis'	J. O. Curtis	J. A. McGaw & Lincoln	"	387	
367		Ship	Alabama	"	"	J. H. Shaw	Nantucket	347	
368		"	Monterey	"	"	Wm. Lincoln	Boston	400	
369		Bark	Edwin	"	H. Ewell	Wales & Co.	"	350	
370		"	Hollander	"	"	Bates & Co.	"	304	
371		Brig	Alert	T. Magoun's	"	W. F. Wild & Co.	"	172	
372		Schooner	Engene	T. Magoun's	"	Parker, Cook and others	Provincetown	100	
373		Brig	Paulina	T. Magoun's	"	E. Flinn and others	Chatham	190	
374		"	Lauretta	T. Magoun's	"	R. A. Cook and others	"	150	5,795½
375		Ship	Supply	T. Magoun's	"	W. W. Goddard	Boston	547	\$260.797
Total..								{ 135,221 \$5,995,035 }	

INDEX-SHIPS.

Abaellino, brig, 30 (#41)
 Abby Pratt, ship, 40 (#365)
 Adrian, ship, 35 (#215)
 Adriana, brig, 30 (#52)
 Adriatic, brig, 31 (#63)
 Agnes, brig, 32 (#116)
 Aguetnett, ship, 35 (#195)
 Alabama, ship, 40 (#367)
 Albatross, ship, 38 (#317)
 Alert, brig, 40 (#371)
 Alfred Tyler, brig, 35 (#220).
 Altorf, bark, 37 (#288)
 America, brig, 32 (#113)
 Amsterlam packet, brig, 30 (#51)
 Ant, schooner, 31 (#64)
 Anthorn, brig, 33 (#127)
 Arab, brig, 31 (#68)
 Archer, brig, 31 (#72)
 Archimedes, ship, 35 (#111)
 Argo, ship, 35 (#194)
 Argonaut, ship, 30 (#32)
 Ariadne, ship, 29 (#13)
 Arial, brig, 39 (#348)
 Ariel, schooner, 37 (#272)
 Arno, ship, 34 (#176)
 Augusta, ship, 30 (#48)
 Auckland, bark, 38 (#307)
 Aurelius, ship, 34 (#178)
 Austerlitz, ship, 34 (#186).
 Avon, brig, 30 (#49)
 Azoff, bark, 38, (#315)

Bashaw, ship, 33 (#131)
 Bazar, ship, 35 (#193)
 Bengal, ship, 36 (#234)
 Berlin, ship, 37 (#275)
 Beta, brig, 33 (#133)
 Bob Short, brig, 30 (#28)
 Bocca Tigris, brig, 31 (#61)
 Bombay, ship, 35 (#213)
 Boston, ship, 33 (#138)
 " " 34 (#167)
 " " 40 (#364)
 Bowditch, ship, 36 (#233)
 Grant, schooner, 30 (#38)
 Brookline, ship, 33 (#126)
 " " 34 (#160)

Cadet, brig, 31 (#86)
 Cairus, ship, 30 (#55)
 Cairo, ship, 37 (#277)
 California, ship, 33 (#157)
 Carolina, ship, 35 (#216)
 Catalpa, bark, 39 (#327)
 Cato, ship, 36 (#236)
 Caton, ship, 30 (#50)
 Ceres, bark, 40 (#366)
 Chalcedony, brig, 33 (#124)
 Charnion, ship, 31 (#84)
 Charles Alston, schooner, 39 (#350)
 Charlotte, ship, 36 (#232)
 Charon, brig, 29 (#15)
 Chatham, ship, 35 (#192)
 Cherokee, ship, 36 (#226)
 Chicopee, brig, 39 (#339)
 Chili, ship, 37 (#265)
 Cincinnati, ship, 36 (#252)
 Clarendon, ship, 37 (#266)
 Clarion, brig, 32 (#97)
 Claudius, ship, 35 (#217)
 Clement, bark, 40 (#362)
 Clifton, ship, 36 (#237)
 Colchis, ship, 35 (#212)
 Coliseum, ship, 33, (#140)
 " " 33, (#146)
 Colombo, ship, 37 (#267)
 Columbian, ship, 36 (#230)
 Commerce, ship, 29 (#10)
 Concordia, ship, 36 (#242)
 Congress, brig, 32 (#114)
 Congreve, ship, 36 (240)
 Coquimbó, ship, 37 (#278)
 Coramando, ship, 36 (#43)
 Cordelia, ship, 29 (#19)
 Corsair, ship, 39 (#341)
 Corvo, ship, 33 (#125)
 Courier, ship, 30 (#46)
 Courser, ship, 33 (#132)
 Creole, brig, 29 (#11)
 " " 32 (#91)
 Curlew, brig, 31 (#83)
 Cypriat, ship, 34 (#172)
 " " 35 (#224)
 Damascus, ship, 36 (#249)
 Danube, brig, 31 (#81)

Delhi, ship, 36 (#245)
Demark, ship, 35 (#210)
Deucalion, ship, 35 (#211)
Dolphin, brig, 29 (#23)
" ship, 40 (#360)
Dorchester, ship, 38 (#294)
Douglass, bark, 39 (#352)

E. H. Chapin, bark, 38 (#319)
E. M. Train, ship, 37 (#259)
East Boston, stbt, 37 (#273)
Eben Freble, stbt, 35 (#219)
Eclipse, ship, 29 (#5)
Edward, schooner, 33 (#148)
Edward Everett, ship, 38 (#301)
" Foster, brig, 30 (#29)
" Newton, ship, 31 (#89)
Edwin, bark, 40 (#369)
Eleanor, ship, 32 (#109)
Eli Whitney, ship, 35 (#196)
Eliza, brig, 32 (#118)
Eliza & Lydia, schooner, 29 (#9)
Elizabeth Bruce, ship, 35 (#204)
Ellen, ship, 37 (#291)
Ellen Brooks, ship, 35 (#197)
Emily, ship, 30 (#26)
Emily Milliard, schooner, 39 (#335)
" Taylor, ship, 34 (#182)
Emperor, ship, 39 (#337)
Essex, ship, 38 (#299)
Eugene, ship, 33 (#123)
" schooner, 40 (#372)

Falcon, brig, 30 (#44)
" ship, 31 (#62)
Faneuil Hall, ship, 39 (#342)
Fawn, schooner, 35 (#206)
" " 39 (#346)
Flavius, ship, 33 (#147)
Florence, ship, 34 (#165)
Forum, ship, 34 (#158)
Franconia, ship, 35 (#199)
Frederick Warren, bark, 35 (#222)

George, brig, 29 (#21)
" 31 (#71)
George Augustus, ship, 29 (#6)
George H. Morley, ship, 40 (#361)
Gibraltar, ship, 33 (#151)

Gilpin, brig, 29 (#14)
Gipsy, brig, 29 (#16)
Gov. Brooks, brig, 31 (#59)
Davis, ship, 37 (#282)
Pinckney, stbt., 31 (#79)
Granada, ship, 38 (#297)
Grecian, brig, 32 (#101)
Griffin, brig, 30 (#34)
" " 32 (#111)
" bark, 37 (#284)
Groton, ship, 34 (#163)
Gulliver, brig, 29 (#8)
Gulnare, bark, 35 (#207)

Halcyon, brig, 31 (#74)
Harlet, ship, 38 (#322)
Hamden, ship, 37 (#286)
Hannibal, ship, 32 (#100)
Heber, ship, 39 (#324)
Helen Maria, bark, 39 (#345)
Henrico, brig, 38 (#313)
Henrietta, brig, 33 (#129)
Henry Tuke, ship, 32 (#105)
Herald, ship, 34 (#187)
Hollander, brig, 35 (#221)
" bark, 40 (#370)
Homer, ship, 33 (#156)
Hope, brig, 29 (#4)
Hudson, ship, 37 (#257)

Iris, ship, 29 (#19)
Israel, ship, 32 (#93)
Ivanhoe, brig, 33 (#121)

J. E. Adams, ship, 38 (#316)
J. W. Paige, bark, 37 (#279)
James H. Shepherd, ship, 36 (#239)
James Perkins, ship, 33 (#137)
Jane Howes, schooner, 39 (#333)
Java, ship, 31 (#67)
Jessore, ship, 35 (#190)
John Gilpin, brig, 32 (#108)
" bark, 39 (#332)
Jones, brig, 31 (#70)
" " 31 (#78)
Josephine, schooner, 38 (#309)

Kentucky, ship, 37 (#258)
King, schooner, 33 (#149)
Kremlin, ship, 36 (#253)

Lacconia, bark, 39 (#340)
 Lapland, ship, 32 (#300)
 Lark, brig, 30 (#33)
 Lascar, brig, 31 (#65)
 Laura, ship, 37 (#292)
 Lauretta, brig, 40 (#374)
 Leland, ship, 36 (#248)
 Lenox, bark, 38 (#305)
 Levant, ship, 35 (#201)
 Lintin, ship, 33 (#155)
 Lion, ship, 34 (#162)
 Liverpool, ship, 33 (#139)
 Lochinar, ship, 37 (#285)
 London, ship, 33 (#135)
 Loochoo, ship, 37 (#264)
 Louisa, ship, 33 (#144)
 Lowell, ship, 34 (#170)
 " schooner, 39 (#338)
 Lucas, ship, 36 (#251)
 Lucilla, ship, 32 (#94)
 " brig, 33 (#143)
 Luconia, ship, 35 (#200)
 Lucretia, schooner, 32 (#98)
 Lycoming, brig, 34 (#177)

 Madonna, bark, 36 (#228)
 Magnolia, ship, 32 (#115)
 " 38 (#312)
 Magoun, brig, 32 (#119)
 Marcellus, ship, 29 (#25)
 Lorenzo, ship, 34 (#164)
 Margaret, brig, 29 (#22)
 Margaret Forbes, ship, 33 (#145)
 Maria, bark, 39 (#358)
 Martha, ship, 33 (#128)
 Mary, bark, 40 (#363)
 " 38 (#311)
 Mary Ann, ship, 39 (#326)
 Ellen, ship, 37 (#283)
 & Frances, ship, 29 (#17)
 Mayland, bark, 39 (#343)
 Medford, ship, 29 (#2)
 " brig, 31 (#87)
 " ship, 36 (#235)
 " schooner, 38 (#308)
 Mercury, ship, 31 (#69)
 " 35 (#209)
 Merlin, ship, 37 (#260)
 Mexican, brig, 31 (#57)
 Middlesex, ship, 37 (#274)

Hilton, ship, 32 (#296)
Missouri, bark, 38 (#302)
Mogul, ship, 32 (#95)
Monkey, brig, 30 (#35)
Molo, ship, 35 (#202)
Monsoon, ship, 34 (#166)
Monterey, ship, 40 (#368)
Moselle, ship, 37 (#289)
Mount Etna, brig, 29 (#1)
Mystic, schooner, 33 (#150)
Mozart, ship, 34 (#173)

Nahob, brig, 33 (#154)
Nahant, brig, 33 (#153)
Nantasket, ship, 35 (#198)
Navigator, ship, 37 (#280)
New England, ship, 32 (#96)
Niger, brig, 32 (#12)
Nile, brig, 31 (#85)
Nippon, ship, 38 (#320)
Nodile, sloop, 35 (#205)
Norfolk Packet, ship, 29 (#24)
Norway, ship, 36 (#247)

Oceana, ship, 37 (#261)
Ohio, bark, 38 (#318)
Olga, bark, 38 (#295)
Omega, ship, 34 (#183)
Orion, sloop, 31 (#66)
Orleans, brig, 31 (#58)
Orozimbo, ship, 34 (#188)
Oscarli, bark, 39 (#325)
Oswego, ship, 37 (#269)
Otis, ship, 29 (#3)
Oxnard, ship, 38 (#321)

P. Cook, bark, 39 (#330)
Palmer, brig, 31 (#73)
Palmetto, bark, 39 (#355)
Palmyra, ship, 36 (#238)
Panther, brig, 30 (#43)
Paragon, schooner, 30 (#37)
" ship, 30 (#53)
Paris, ship, 33 (#142)
Parthenon, ship, 35 (#218)
Patent, stbt., 31 (#82)
Paul Jones, ship, 38 (#303)
Paulina, bark, 38 (#304)
" brig, 40 (#373)
Peacock, schooner, 30 (#36)

Pearl, brig, 34 (#246)
Pedlar, brig, 29 (#7)
" " 30 (#45)
Persia, ship, 30 (#42)
Parsalia, ship, 36 (#255)
Pheasant, brig, 32 (#102)
Pilaris, brig, 32 (#120)
Planet, brig, 39 (#336)
Plymouth, ship, 34 (#180)
Prairie, brig, 40 (#359)
Prentiss, ship, 37 (#263)
Probus, ship, 37 (#276)
Proantis, ship, 34 (#179)

Rajah, ship, 35 (#223)
Rambler, brig, 30 (#31)
" " 30 (#39)
Russelas, ship, 31 (#80)
Reaper, brig, 29 (#12)
Regulus, ship, 34 (#168)
Reindeer, brig, 30 (#40)
Rockall, ship, 37 (#287)
Roman, brig, 33 (#152)
Rubicon, ship, 35 (#203)
Ruble, bark, 35 (#189)

Sachen, ship, 29 (#20)
St. Louis, ship, 36 (#244)
St. Petersburg, ship, 36 (#254)
Santiago, ship, 39 (#353)
Sapphire, ship, 32 (#107)
Sarclo, brig, 33 (#136)
Sartelle, ship, 37 (#262)
Scotland, ship, 39 (#349)
Sovere, ship, 35 (#225)
Shanherless, ship, 33 (#122)
Sicily, brig, 31 (#75)
Sidney, ship, 36 (#231)
Soldan, ship, 37 (#271)
Sophia, ship, 36 (#250)
Sorkia Walker, ship, 38 (#310)
South Carolina, brig, 32 (#112)
Southernner, bark, 37 (#290)
Spy, schooner, 32 (#103)
Starboul, bark, 38 (#306)
Star, ship, 36 (#227)
Stephen Phillips, ship, 38 (#241)
Suffolk, brig, 32 (#104)
Sunbeam, ship, 39 (#344)
Supply, ship, 40 (#375)

Asquehannah, brig, 34 (#175)
Ballow, schooner, 38 (#293)
Sweeten, ship, 37 (#268)
Swiftsure, brig, 30 (#54)
Synnet, ship, 39 (#329)

Taglioni, ship, 37 (#270)
Talisman, brig, 32 (#90)
Talma, ship, 33 (#130)
Tamahourelaune, brig, 31 (#77)
Tarrier, brig, 32 (#106)
Tartar, bark, 34 (#174)
Tasso, brig, 34 (#159)

Telegraph, ship, 31 (#60)
Theodore, brig, 35 (#214)
Thetis, bark, 39 (#347)

Thomas B. Wales, ship, 39 (#323)
H. Perkins, ship, 38 (#298)
W. Sears, ship, 39 (#357)

Tiber, ship, 34 (#171)
Timoleon, ship, 34 (#181)
Tiror, ship, 33 (#141)
Tom Thumb, brig, 30 (#27)
Tonquin, schooner, 39 (#351)
Topaz, ship, 31 (#88)
Trenium, schooner, 32 (#99)
Trenton, ship, 34 (#169)
Trescott, ship, 32 (#117)
Triton, ship, 30 (#56)
Truth, sloop, 31 (#76)
Turchi, ship, 39 (#328)
Tusker, brig, 34 (#161)

Unicorn, ship, 34 (#185)
United States, ship, 37 (#261)

Vancouver, ship, 39 (#356)
Ventrosa, brig, 30 (#30)
Vernon, bark, 36 (#256)
Versailles, ship, 39 (#331)
Victoria, ship, 34 (#184)
Virginia, brig, 32 (#110)

Vagran, bark, 38 (#314)
William Godard, ship, 35 (#202)
Gray, ship, 33 (#134)
H. Shailer, bark, 39 (#354)

Zarora, bark, 39 (#334)
Zenobia, ship, 36 (#229)

INDEX--BUILDERS & OWNERS.

Adams, John, 39
Albree & Huckins, 37
Ami, Jacob, 31
Appleton, N., 31
 Oxnard & Bowditch, 35
 W., 31
 Wm. & Co., 37-8-9
Atkins, Joseph, 38
Austin, Henry, 30
Austin & Lewis, 32

Bacon, Daniel C., 33-4-5-9.
 & Forbes, 38
 J. T. & Son, 39
 John A., 32
Bangs, B., 35-6-7-8
Banister, John, 29
Barker, Cofran & Wade, 33
Barrett & Upton, 37
Bartlett, Jonathan, 32
Bates & Co., 35-8-9-40
Belknap, J., 30
Belm, 40
Binney, C.J.F., 37
Bishop, John, 33
Bixby, 30
Blake, 32
 J., 31
 Josiah, 31
 Joshua, 31-2-3-7
Boardman, J. E., 37
 Wm. H., 37
Boston & Liv. Importing Co., 31
Bowley, G., 39
Bradshaw, Andrew, 32
 E. E., 33-4
Bramhall & Howe, 39
Bridge, Nathan, 31
Briggs, E., 29
 George H., 39
Brigham, E., 30
Brown, Amos, 30
 John, 33-4
 John & Co., 35
Brown, Soule & Magoun, 33
Bryant & Sturgis, 34

Cabot, Andrew, 29
Joseph, 30
Cary, E., 31
Chapman, H. & Co., 34
Chase, Theo., 36
Cook, 40
P., 38-9
R. A., 40
Coolidge, C. D., 29
Crosby & Swift, 37
Cruft, Edward, 29-30
Cunningham, L. & Co., 31
Curtis, J. O., 35-6-7-8-9-40
J. O. & P., 35-6
P., 35-6-7-8-9-40
Davis, Samuel, 39
Dunlap, John, 39
Eager, Wm., 34-5
Erving, James, 29
Ewell, 35
H., 35-6-7-8-9-40
Fairfield, Lincoln & Co., 36-7-8-9
Farley, Robert, 35
Flinn, E., 40
Forbes, R. B., 33-5-7
Ford, James, 30
Foster & Taylor, 36-7-8-9
Francis, Nathaniel, 38
Freeland, Joseph, 30
French & Coffin, 39
Fuller, George, 31-2-3-4-5-6-7-8-9
Gandolfo, J., 38
Glover, 32-6
Stephen, 31-2-3-4
Goddard, Nathaniel, 29-30-1-2-3-5
W. H., 39
W. W., 40
William, 32-5
Gould, B. A., 34
Gray, F. A., 37
F. C., 35
S., 35
Samuel, 29
Samuel J., 33-4-7

Hall, A. T. & Co., 39
 & Curtis, 32
 Curtis & Glover, 34
 H., 35
 & Williams, 32
 Harmond, Wm., 37-8-9
 Hartshorn & Homer, 33
 Hathaway, E. & Co., 33
 Haywood, E., 32
 Hemenway, A., 39
 Hilliard, J., 39
 Hinckley, David, 30
 Holland, John, 29
 Holmes, Melzer, 29
 Hooper, R., 35
 Hovey, Henry, 32

 Iasigi & Goddard, 38-9

 Jackson, P. P., 29
 Jones, 32
 George G., 31-2-3
 John C., 29
 Oxnard & Magoun, 33

 Lamb, Thomas, 37-9.
 Lambert, J., 31
 Lapham, George B., 33
 S., 33-4-5-7-8-40
 Leach, Andrew, 29
 Lee & Cabot, 30
 Lee, J., 30
 Joseph, 30-1
 Joseph, Jr., 29-30
 Lewis, Joseph, 31
 Peter, 39
 W., 30-1
 Winslow, 30
 Lincoln, Wm., 40
 Liverpool Packet Co., 33-4
 Lodge, J. E., 38
 Lombard, A. C., 35-6
 A. C. & Co., 39
 & Hall, 39
 & Whitmore, 36-7-8

 Maceky & Coolidge, 40
 Macy, J., 35-6
 J. & Son, 37



Ingoun, T., 29-30-1-2-3-4-5
T. & Son, 34-5-6-40
Loret, Phillip, 30
Marshall, Josiah, 31
McGaw, J. A., & Lincoln, 40
Minot & Hooper, 39

Neal, Augustus, 33-5-7
Norwood & Nichols, 31

Oliver, Wm., 30
Oxnard, H., 33-5-6-7-8
Henry, 34-6

Pane, H., 38
Parker, 40
Parker, D. P., 32-3-4-6-7-8
 & Lapham, 34
 & Stevens, 32-3
Parsons, Nathaniel, 29
Pearson, J. H., 37-8-9
Perkins & Co., 35
 Samuel G., 31
 Thomas H., 29-32
 William & Co., 40

Peters, E. D., 37
 John, 30
Pope, P. P., 29
Pratt, George, 34-5-6-7-40
 John, 31-3

Rea, Wm. A., 36-8-9
Reed, Elihu, 39
 & Huse, 38
Rice & Thaxter, 36-7
Rich, Benj., 30-1-4
 E. & Son, 35-6
Ripley, Robert, 32
Roberts, R., 31
Rogers, 32
 & Co., 35

Rones, W., 30
Russell, John, 36-7
Tyler, Beth, 40

Sargent & Brooks, 35
Scott, Andrew, 30
Sears, Joshua, 39
Seecomb, Bartlett & Co., 39



Shaw, J. H., 38-40
Shepherd, R. D., 32-3-4-5-6
Silsby, Enoch, 32
Sparrill, John, 33
Sprague & James, 31-2-3-4-5-6-7
Sprague, F., 35
P & Co., 34
Stanton, Fisk & Nichols, 32
Stetson, J., 35-6-7-8-9-40
Sturgis, Bryant, 33
Sullivan, 31
J. S., 31

Taylor, C., 37
R., 39
Thatcher, George, 39
Thorndike, Israel, 32
Train, Enoch, 36-7-8
Samuel, 36-7-8
Turner, C., 29-30-1

Valentine, 30

Wales, & Co., 40
Wales, T. B. & Co., 36-8
Walker & Bro., 38
Ward, Thomas W., 30
Waterman, F., 35-6-7-8-9
Welch, Francis, 29
Wheeler & Adams, 39
J. P., 35-6-7
Whelden, Zimsy, 40
White, B. C., 37-8
Whitmore & Steele, 39
Whitney, Eli, 35
Wild, W. F. & Co., 40
Williams, J., 30
John, 29
Timothy, 29
W., 30

Wilson, James, 39
Wise, M., 36
Witherle & Jarvis, 37

**Photomount
Pamphlet
Binder**

Gaylord Bros., Inc.
Makers
Syracuse, N. Y.
PAT. JAN 21, 1908

Phillips Library



3 6234 00115298 5

